



Comhairle Cathrach Chorcaí

Cork City Council

City Architect's Department

City Hall, Cork



DESIGN STATEMENT

CITY NORTHWEST QUARTER REGENERATION

PHASE 1C and PHASE 2B

KNOCKNAHEENY, CORK.

July 2018

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A note on terminology used in the Architectural drawings which accompany this Design Statement:

- **Existing Context** refers to the condition on the ground at the time of lodging of this Part 8 planning application (July 2018)
- **Interim Context** refers to the condition which will be in place on completion of Phases 1C and 2B, but before following phases of the CNWQR Masterplan are completed
- **Long-term Context** refers to the condition which will be in place on completion of all phases of the CNWQR Masterplan.

1. BACKGROUND

A Masterplan (Nov 2011) and Design Code (Jan 2016) have been developed to provide a set of principles and a design vision for the City Northwest Quarter Regeneration (CNWQR) in Knocknaheeny. Phase 1C and Phase 2B form part of this City Northwest Quarter Regeneration, and have been designed in accordance with the Masterplan and Design Code.

These two phases occupy sites along the lower portion of the new arterial north-south 'Spine' route set out under the CNWQR Masterplan. They share several house types, and form a coherent street edge along the west side of the new road. Both Phase 1C & Phase 2B are covered in this Design Statement.

These phases will be the fourth and fifth phases of the City Northwest Quarter Regeneration (CNWQR) with Phase 1A and Phase 1B both completed and occupied, and 2A currently on site (refer to Fig. 2 below)



Fig. 1 Location of CNWQR area relative to Cork City and the River Lee

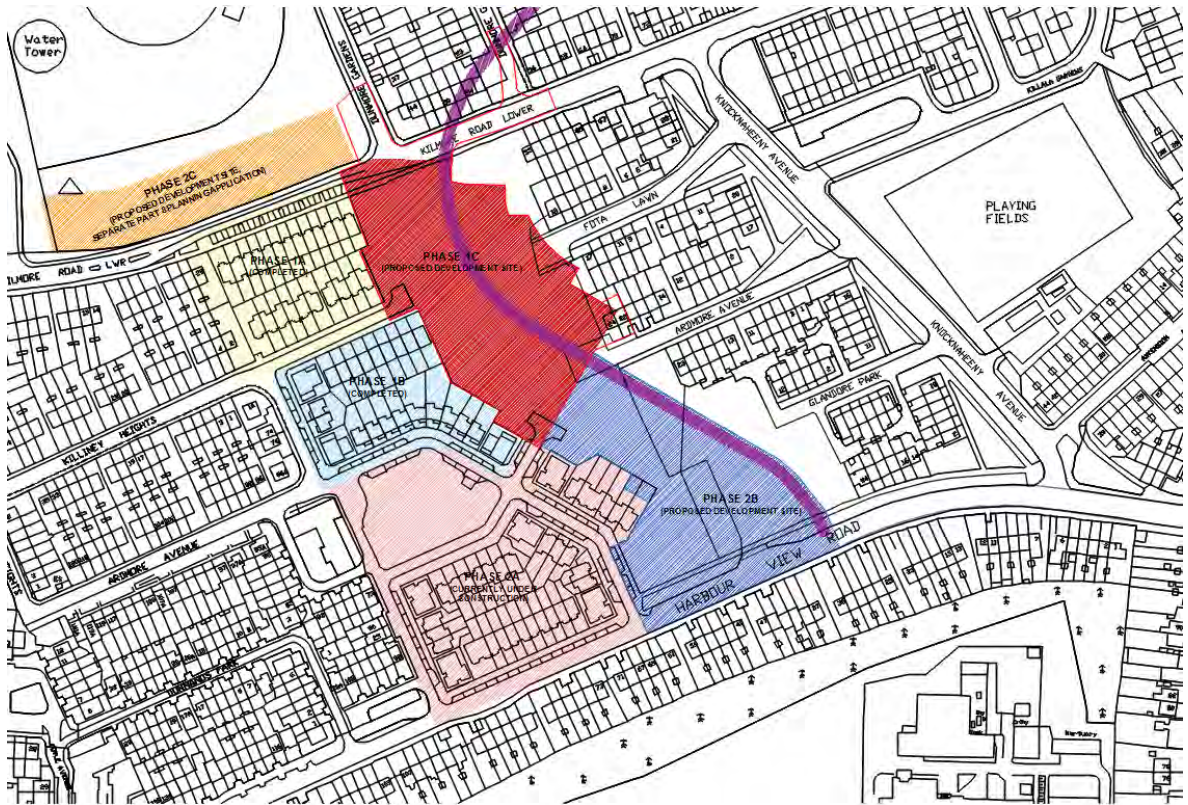


Fig.2 Relationship between Phase 1C & Phase 2B and CNWQR Phases already constructed, or soon-to be constructed; Phase 1C shown in red, Phase 2B shown in blue, route of proposed 'Spine' road shown in purple



Fig.3 CNWQR Masterplan, distribution of residential units; route of proposed 'Spine' road shown in purple

2. THE SITE

The site for the proposed Phases 1C & 2B is located in the northwest area of Cork City, and falls within the *Northwest Housing Regeneration Area Masterplan 2011*. It is enclosed on the north side by Kilmore Road and on the south side by Phase 2B, which in turn bounds onto Harbour View Road.

The Masterplan proposes a new arterial route, which will run north from Harbour View Road (also designated an arterial route under the Masterplan), forming a new junction with Kilmore Road and carrying on north eastwards (refer to Fig.4 below). This route will pass through both Phase 1C and Phase 2B, forming part of both developments.

Phase 1C site is currently a brown field site, having an area of 10,340 sqm / 1.034 hectares approx. The residential units which previously covered the site have been demolished.

Phase 2B will also be a brown field site: the demolition contract commenced in April 2018. The site, covers an area of 9,330 sqm / 0.933 hectares approx. The majority of roads and infrastructure required to service the site will be developed or reconfigured as necessary as part of the construction process.

3. PUBLIC REALM - MASTERPLAN



Fig. 4 Public Realm



Fig. 5 Public Parks / Landscaped Area Locations Relative To Phases 1C & 2B
 1. Park currently under construction as part of Phase A
 2. Parks to be completed in future phase of Masterplan
 Linked Shared Surface Streets shown in brown

A network of shared-surface streets, pedestrian & cycling routes and new public spaces will be created across all CNWQR Phases. Walking and cycling will be prioritised as modes of travel and connectivity will be provided to neighbouring areas.

Routes will be created through the CNWQR area to allow easy access to an integrated network of new green spaces.

The linked green spaces /public parks will each have a unique and recognisable character. Each green space will have its own individual identity, thus encouraging the surrounding residents to assume responsibility, take ownership and care for the space.

The parks will be developed with permeable play areas, open edges, passive surveillance and micro-climates in mind. Again, the intention is to foster a sense of ownership, which in turn leads to a successfully functioning space.

4. PROJECT DESCRIPTION Phases 1C & 2B



Fig.6 Key plan showing unit type within Masterplan context;
Phase 1C is outlined in red, phase 2B in blue

The overall development will comprise

- A mix of house types
- Apartments
- Construction of new infrastructure, along with the upgrading and redirecting of existing roads and services infrastructure in line with the CNQWR Masterplan.

PHASE 1C

Phase 1C comprises forty-one residential units. The proposed development consists of:

- 19 no. 3-bed, 3-storey houses (Unit Type A)
- 5 no. 3-bed, 2-storey houses (Unit Type B)
- 5 corner blocks consisting of 3 no. 2-bed apartments, 15 units in total (Unit Type C)
- 1 corner block consisting of 1 no. 4-bed 3-storey house and 1 no. 3-bed 3-storey house (Unit Type D)
- construction of new infrastructure, along with the upgrading and redirecting of existing roads and services infrastructure in line with the CNWQR Masterplan.

Kilmore Road / Spine Road junction, interim & long-term proposals

Until such a time as the main arterial Spine Road is extended north beyond Phase 1C, an interim junction arrangement will be required where the first section of the Spine Road (constructed as part of Phase 1C) meets the existing Kilmore Road.



Fig. 7 proposed Phase 1C site layout, with interim Kilmore Rd intersection at the top

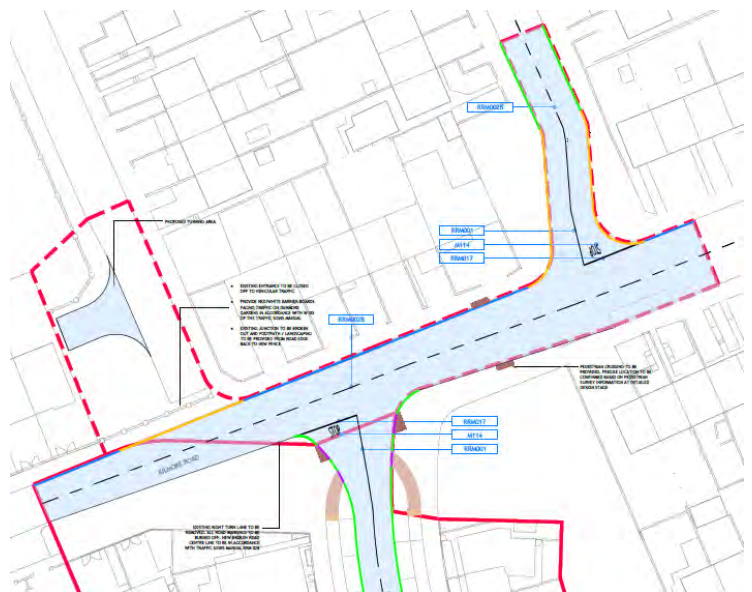


Fig. 8 detail of Kilmore Rd interim intersection with new vehicular access to Dunmore Gdns shown top right

As part of this interim arrangement it will be necessary to close the existing access road to Dunmore Gardens, as it is too close to the main junction. A pedestrian through-way will be maintained in this location (left hand side of Fig.8 above). It is proposed to provide new vehicular access to Dunmore Gardens just east of here, between Nos. 54/56 Dunmore Gardens (right hand side of Fig.8).

Appropriate public lighting and an informal pedestrian crossing, along with all associated road resurfacing, marking, signage and public footpaths, will form part on the interim arrangement.

When the continuation of the Spine Road is completed as part of following Phases, there will be a controlled traffic junction in this location (see Figs. 9 and 10 below)



Fig. 9 long-term Phase 1C site layout, with Spine Rd (highlighted in purple) and future Masterplan Phases complete

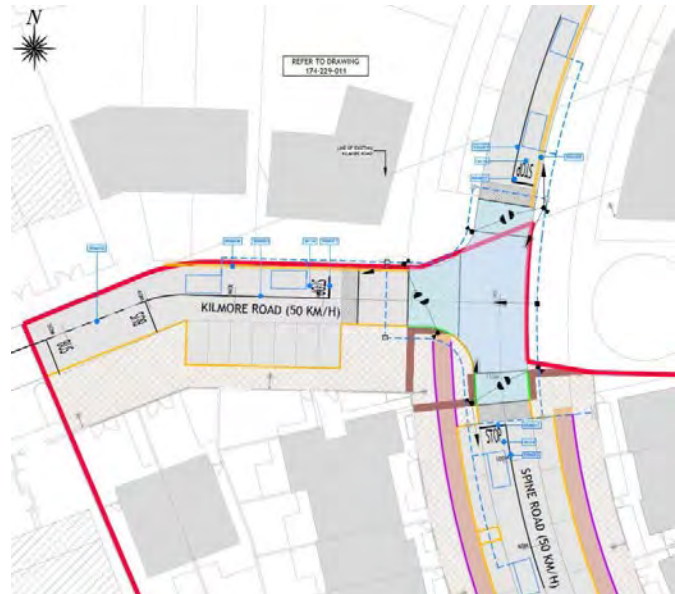


Fig. 10 detail of long-term Kilmore Rd-Spine Rd junction

Each housing unit will have a buffer space to the front, and a private back garden. Back gardens are mostly set out in back-to-back arrangement to reduce vulnerability to anti-social behaviour. Parallel parking zones will be provided for most units as per the Masterplan. 4 no. units can be provided with off street parking.

Houses along the main spine route are organised into terraces which step with the existing topography. Units have retaining elements of varying heights, i.e. substructure, boundary walls, etc.

The north-western end of Phase 1C wraps around to meet with Phase 1A, completing this section of the Masterplan.

PHASE 2B

Phase 2B comprises thirty-eight residential units. The proposed development comprises:

- 11 no. 3- bed, 3-storey houses (Unit Type A)
- 6 no. 3- bed, 2-storey houses (Unit Types B and E)
- 1 three storey corner block consisting of 3 no. 2- bed apartments (Unit Type C)
- 2 corner blocks consisting of 1 no. 4 bed three storey house, and 1 no. 3 bed and 3-storey house - 4 houses total (Unit Type D)
- 1 corner block consisting of 3 no. 2-bed three storey apartments, and 2 no. two bed 2-storey apartments (Unit Type H)
- 1 no. 3-storey block consisting of 6 no. two bed duplexes over 3 no. 2-bed ground floor apartments (Unit Types F and G)

Phase 2B will develop grounds west of the Spine Road only; sites east of the Spine Road will form part of Phases 3A and 3B.

A mix of unit types is proposed along the western edge of the Spine Road. 3-storey houses will be constructed along the north side of Harbour View Road, bookended by apartment/ duplex blocks. An apartment block returns onto Beara Drive to meet preceding Phase 2A (currently under construction).

This will complete this section of the Masterplan.



Fig. 11 Phase 2B interim context: site layout, with adjacent existing residences



Fig. 12 Phase 2B long-term context: site layout, with adjacent Masterplan Phases complete

Courtyard area

The infrastructural Masterplan calls for a number of surface water attenuation tanks to be located within the CNWQR area. A central courtyard within Phase 2A was identified as a suitable location for an attenuation tank to form part of the overall drainage strategy.

The proposed use of this area has changed from that suggested in the original Masterplan (parking). The courtyard proposal now incorporates 4 no. 2-storey, 3-bed units, around a 'shared surface' public space. Each housing unit has a front buffer space and a private back garden, set out in back-to-back arrangements to reduce vulnerability to anti-social behaviour. The house design prevents any overlooking into the units to the rear.

An ESB unit substation is also located off this cul-de sac/courtyard area.



Fig. 12 Phase 2B courtyard/cul-de-sac area; attenuation tank under indicated in yellow

Drainage runs serving the attenuation tank would ordinarily need to run under public ground. To allow us to follow the street layout prescribed under the Masterplan (no through-way onto Beara Drive), Irish Water has agreed to allow their service to pass within the boundary (garden area only) of one ground floor apartment unit H05, shown to the south west of the attenuation tank in Fig.12 above.

This ground floor apartment provides active frontage/passive supervision over the end of the courtyard area. Parking is also provided for this unit, accessible from the courtyard. Passive surveillance is thereby increased, without the need for a through-way onto Beara Drive.

Harbour View Road works

Utilities along Harbour View Road will need to be diverted to allow for the development of Phase 2B; the extent of work required will be similar to that required in Phase 2A. Phase 2B will also incorporate a new Storm and Foul drainage route, running east from Phase 2B to Baker's Road. An existing ESB substation will also be relocated to the courtyard area (see Fig.12, refer to Engineers' Drawings for detail).

The new arterial 'Spine' road will meet Harbour View road at an uncontrolled junction (refer to Engineer's drawing 174-229-106 for detail).

5. URBAN DESIGN STATEMENT

The proposal is generally consistent with the CNWQR Masterplan of 2011, and follows the Design Code and Public Realm Strategy for the City Northwest Quarter Regeneration which outlines urban design principles relating to scale, massing and streetscape.

3-storey dwellings front onto new arterial routes; 2-storey dwellings front onto new local roads; all corners are marked by three-storey apartment blocks, each apartment having own-door access at ground level.

A 'gateway' apartment building is proposed at the junction of the Spine Road with Harbour View Road, as per the Design Code. As the Spine road and Harbour View Road are of equal importance, the facades address both streets, adding visual interest.

Architectural form and context

Careful consideration has been given to the design, in that the building proportion, roof profile; external materials are consistent with earlier phases. Street facades will be a mix of rendered and brick finishes. Bay windows are used on all housing units to allow sunlight penetration from various orientations.

The language of the entire scheme was informed by simple unit types already designed and built within the regeneration area. These have proved successful, in that they satisfy all stakeholders, from personnel in the Housing Maintenance Department through to the residents who now occupy the units. Their simple profile allows small changes and manipulations to the design, while maintaining the integrity of the individual units.



Fig. 13 Harbour View Road Street Elevation, Phase 2A & Phase 2B

Streetscape

Houses are organised into terraces which step with the existing topography and follow the proposed routes set down by the Masterplan, reflecting the distinct character of the area and fitting fluently into the existing built environment.



Fig.14 Harbour View Road Street elevation looking east -
Phase 1C stepped terraces on main arterial 'Spine' road



Fig.15 Harbour View Road Street elevation looking west -
Phases 1C & 2B stepped terraces on main arterial 'Spine' road

Description of proposed unit types

TWO STOREY AND THREE STOREY HOUSES

House layouts are traditional in organisation, with the living room, kitchen and utility areas located on the ground floor, and bedrooms on the upper floors. All houses have three bedrooms and accommodate five or six persons. In all cases the Department of Housing, Planning and Local Government guidelines for minimum unit size areas are being met. The design of the ground floor allows for flexibility and ease of construction for a future extension, eg. conservatory. The two and three storey units have very similar internal planning to units constructed during Phase 1A. Feedback on the layout of the latter has been predominantly positive to date.



Fig. 16 TYPE B – 2-storey house



Fig. 17 TYPE A – 3-storey house



Fig. 18 TYPE E – courtyard house



Fig. 19 TYPE D – corner units entering courtyard

APARTMENTS

Apartments are generally grouped in blocks of three, with each unit on a separate floor. The exception is the apartment block at the corner of Harbour View Road and the main arterial road (Spine Road), which are duplex units with two storey maisonettes over ground floor apartments.

Unit types are handed and turned as necessary to work within the Masterplan. All units have their own private street side access and ground floor external space for storage of bins etc. Units on the first and second floor level have private external balcony space on one or two sides, as site gradients allow. This maximises the amount of direct sunlight received. Living spaces are generally on corners, providing surveillance down two streets.



Fig. 20 TYPE C – corner apartment block



Fig. 21 TYPE F - corner duplex block

6. THE DEVELOPMENT PLAN

The site is zoned as Residential, Local Services and Institutional Use in the *Cork City Development Plan 2015-2021*. It falls within the Northwest Regeneration Area which is specifically targeted as a zone of strategic development in the City.

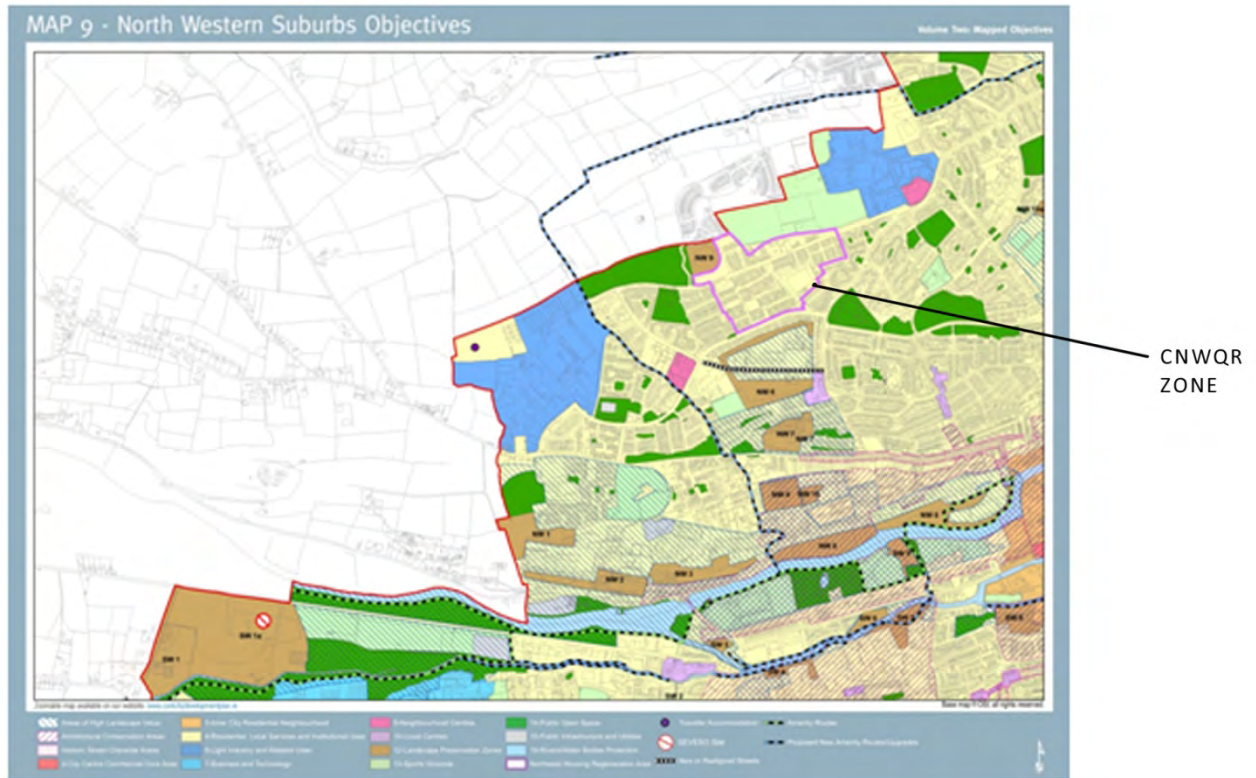


Fig. 22 Development Plan map, outlining zoning of CNWQRsite

Phase 1C and Phase 2B are consistent with the vision for Cork City as laid out in the Development Plan and is in line with several of its strategic goals. The following table outlines some of the most relevant strategic goals and how the proposed developments strive to fulfil these goals.

STRATEGIC GOAL	FULFILLING OF STRATEGIC GOAL IN PHASE 2A
<p>Achieve a higher quality of life, promote social inclusion and make the City an attractive and healthy place to live, work, visit and invest in.</p>	<p>New units will be a mix of social housing and owner occupied units to accommodate both families and individuals. These will be set out along attractive tree lined streets directly adjacent to a large public green space. All units are located in close proximity to Knocknaheeny urban centre where amenities such as the school, shops and a new library and community centre are present. The entire development is compliant with access regulations.</p>
<p>Promote modes of transport and integration of land use and transportation.</p>	<p>Each of the streets within the scheme are categorised to facilitate a mix of pedestrian and vehicular traffic. Some streets are designed as shared surfaces to slow traffic down and foster an environment of mutual respect between all road users. New cycle tracks are proposed for Harbour View Road and the main arterial road. Existing bus stops will be maintained and new ones created. New pedestrian crossings will also be incorporated.</p>
<p>Maintain and capitalise on Cork's unique Form and character.</p>	<p>Units are stepped to follow the existing topography respecting the hilly character of the City and reinforcing its unique character.</p>
<p>Tackle climate change through reducing energy usage, reducing emissions, adapt to climate change and mitigate against flood risk.</p>	<p>Low quality housing units built in the 1970s will be replaced by new units superior in terms of energy usage and emission generation. Large underground water attenuation tanks for storm water will be included under the courtyard area to mitigate flood risks during periods of high levels of rainfall. Where possible soft landscaping will be used in favour of hard standing areas within the curtilage of the units.</p>